REMARKS

As an initial matter, the Examiner is thanked for the thorough review of the application, and for taking the time to conduct a telephone conference with the Applicant's Attorney.

The claims have been previously amended to further define the present invention over the cited prior art. The Applicant has also amended Claim 51 herein to correct a minor informality. The Examiner contended that the paragraphs previously pointed out by the Applicant were not sufficient to overcome the 35 U.S.C. 112 rejection. Accordingly, a detailed discussion of support in the originally filed specification for the claim language is found below. More particularly, the remarks below provide support of the claims with reference to the originally filed specification.

I. THE CLAIMS ARE FULLY SUPPORTED BY THE SPECIFIATION

The Examiner has rejected remaining Claims 38-51 under 35 U.S.C. §112 as failing to comply with the written description requirement. More specifically, the Examiner contended that the claims contained subject matter that was not described in the specification in such a way as to reasonably convey to one skilled in the art that the inventor, at the time the application was filed, had possession of the claimed invention. The Applicant respectfully disagrees with the Examiner and submits that the claim language is fully supported by the specification, as will be discussed in greater detail below.

Amended independent Claim 38 calls for a supply chain management system that authorizes an autonomic requisition cycle.

The abstract specifically supports a supply chain management system that autonomously authorizes a complete requisition cycle of supply chain assets. Support is also provided for a supply chain management system that authorizes an autonomic requisition cycle beginning on the last line of page 3 of the originally filed specification, and continuing to the second line of page 4 of the originally filed specification. Further support is provided in the last 8 lines of the first paragraph on page 4 of the originally filed specification.

As further recited in independent Claim 38, the supply chain management system of the present invention includes a predictive diagnostic condition management system carried by a vehicle to transmit a failure code using a radio frequency transmitter. Support for the predictive diagnostic condition management system is found in the last paragraph on page 11 of the originally filed specification. Support for transmission of a failure code using a radio frequency transmitter is also found in last paragraph on page 11 of the originally filed specification.

More particularly, last paragraph on page 11 of the originally filed specification notes that the autonomic mode of the supply chain management system "is activated by a vehicle downloading via RF transmission while returning to a site having a ground based off-board predictive diagnostic condition management system". The last paragraph on page 11 of the originally filed specification of the specification goes on to detail "inputting a copy of the vehicle's predictive diagnostic condition management data into the off-board predictive

diagnostic condition management system at which time a complete autonomic supply chain management requisition cycle is performed."

Referring additionally to the first paragraph on page 15 of the originally filed specification and, more specifically, to lines 1 through 5 thereof, the "failure code" is discussed in greater detail. More specifically, the first paragraph on page 15 of the originally filed specification notes that "as a vehicle returns from a mission, if a monitored failure has occurred, it may perform an RF transmission of preventative/diagnostic failure data to the off-board predictive diagnostic condition management system." The first paragraph on page 15 of the originally filed specification goes on to note that the RF transmission includes a failure code.

The supply chain management system also includes an off-board predictive diagnostic condition management system that is spaced apart from the predictive diagnostic condition management system as described in greater detail in the second paragraph on page 8 of the originally filed specification. The off-board predictive diagnostic condition management system receives the failure code using a radio frequency receiver, and generates an off-board predictive diagnostic condition management failure code responsive to the received failure code (see Figure 1, block 3).

The off-board predictive diagnostic condition management system is discussed in detail in paragraphs in lines 1 thorough 5 of the last paragraph on page 11 of the originally filed specification, and further on the first paragraph of page

15 of the specification. More specifically, the last paragraph on page 11 of the originally filed specification notes that the predictive diagnostic condition management system downloads data via RF transmission to the off-board predictive diagnostic condition management system while returning to a site. The first paragraph on page 15 of the originally filed specification further discloses that the vehicle performs an RF transmission of failure data to the off-board predictive diagnostic condition management system. The second paragraph of page 15 of the originally filed specification also describes the off-board predictive diagnostic condition management failure code in greater detail.

The supply chain management system still further comprises a software-based distributed secure information system in data communication with the off-board predictive diagnostic condition management system via a data bus. The software-based distributed secure information system receives the off-board predictive diagnostic condition management failure code and includes a plurality of software modules in communication with one another via data buses. The software modules may authorize delivery of vehicle assets to locations of the vehicle from an issuing location, authorize delivery of the vehicle component from the location of the vehicle to a repair source, and replenish the vehicle asset to the issuing location.

As perhaps best illustrated in Figure 1, the off-board predictive diagnostic condition management system is in data communication via a data bus (open arrow represents data bus symbol, as understood by those skilled in the art). The first

paragraph of page 4 of the originally filed specification and, more specifically, lines 6 through 8 of the originally first paragraph, specifically discloses that the supply chain management software modules are embedded within the distributed secure information system.

The failure code is transmitted from the predictive diagnostic condition management system of the vehicle to the off-board predictive diagnostic condition management system using an RF signal. Further, the failure code is carried by the data bus between the off-board predictive diagnostic condition management system and the distributed secure information system, and also between the software modules of the distributed secure information system. As noted above, the data buses are thoroughly illustrated within Figure 1. The RF signal used to transmit the failure code from the predictive diagnostic condition management system of the vehicle to the off-board predictive diagnostic condition management system is thoroughly discussed in the first paragraph of page 11 of the originally filed specification, lines 1 through 5, and the first paragraph of page 15 of the originally filed specification, lines 1 through 5.

Dependent Claim 39 recites that the supply chain management system autonomically authorizes delivery of a vehicle asset responsive to the off-board predictive diagnostic condition management failure code. Again, detailed description of receipt of the failure code which, in turn, triggers the autonomic supply chain management system and, further, results in delivery of a vehicle asset, is provided in the first paragraph of page 11 of

the originally filed specification, lines 1 through 5, and the first paragraph of page 15 of the originally filed specification, lines 1 through 5, as well as in Figure 1, blocks 2 and 3. Page 4, second paragraph, lines 4-9 of the originally filed specification notes that the autonomic functions of the supply chain management system accelerates delivery and retrograde of assets. The second full paragraph on page 7 of the originally filed specification notes that a vehicle's priority to receive assets may be based on a failure code.

Dependent Claim 40 recites that the off-board predictive diagnostic condition management failure code includes a vehicle number, an issue failure priority code, a part number, a commercial and government entity code, a serial number, and a location of the component on the vehicle. Support for these recitations is readily found on page 8, second paragraph of the originally filed specification.

Dependent Claim 41 provides that one of the plurality of software modules is a total asset visibility module for determining availability of the vehicle asset at a local site, and for searching other sites if the vehicle asset is not available at the local site. Figure 1 clearly sets forth that one of the software modules is a total asset visibility module.

Referring now additionally to the page 5, first paragraph, lines 13-17, it is noted that the total asset visibility database locates part availability whether it is in military storage, shipped direct from a supplier, or a lateral/alternate source. The last paragraph of page 12 of the originally filed specification, lines 1-5 describes the total

asset visibility module with great specificity. More specifically, the last paragraph of page 12 of the originally filed specification, lines 1-5 provides that the total asset visibility module provides location, movement, quantity and asset condition status. The last paragraph of page 12 of the originally filed specification further thoroughly describes the functions of the total asset visibility module.

As recited in dependent Claim 42, the total asset visibility module provides real time global location, quantity and status of vehicle assets in place and in transit. Support for the total asset visibility module is found on the last line of page 15 of the originally filed specification. More particularly, the first paragraph of page 16 of the originally filed specification notes that a key requirement for autonomic operation is knowing the global location, quantity and status in real time of a system's assets using the total asset visibility module. The first paragraph of page 16 of the originally filed specification goes on to note that the total asset visibility module includes in-place total asset visibility and in-transit total asset visibility.

Dependent Claim 43 recites that the supply chain management system further comprises a configuration management and a logistics support analysis record. Both the configuration management and the logistics support analysis record are in data communication with the total asset visibility module to compare the off-board predictive diagnostic condition management failure code to the vehicle asset at the issuing location.

The configuration management and logistics support analysis record are thoroughly described in the last two paragraphs on page 8 of the originally filed specification. More specifically, the last two paragraphs on page 8 of the originally filed specification discuss comparing information located in the condition management to the logistics support analysis record. The information that is compared may be found in the off-board predictive diagnostic condition management failure code.

Referring now more specifically to dependent Claim 44, the requisition cycle may be semi-autonomically initiated by a user to authorize delivery of the vehicle asset to the vehicle, and to determine availability of the vehicle asset. The last paragraph on page 5 and the first paragraph on page 8 of the originally filed specification note that the requisition cycle may be operated in the semi-autonomic mode when initiated by a user. Page 4, second paragraph, lines 1-4 of the originally filed specification notes that a visual inspection or troubleshooting by a user may result in a determination that an asset is needed when the system is operating in the semi-autonomic mode. Further, the semi-autonomic mode allows the user to check availability of an asset upon receipt of a predictive failure code without ordering the asset. Page 4, second paragraph, lines 1-4 of the originally filed specification goes on to note that the user may perform a search or input a requisition.

Dependent Claim 45 recites that one of the plurality of software modules is a retrograde module in data communication with the logistics support analysis record. The retrograde

module includes a source, maintainability, and recoverability code for determining if the vehicle asset is repairable, and to determine a location of the repair source. As illustrated in Figure 1, the retrograde module is positioned in data communication with the logistics support analysis record. Page 10, fourth paragraph, lines 1-6 of the originally filed specification notes that a repair source will be determined and located if the source, maintainability, and recoverability code of the retrograde module indicates that the asset is repairable.

Dependent Claim 46 notes that one of the modules is a routing module to determine routing of the vehicle asset. The routing module is illustrated in Figure 1 as one of the software modules of the system. Referring to page 9, third paragraph, lines 1-6 of the originally filed specification, it is noted that the routing module may be triggered to determine the most affordable routing to ensure delivery of the vehicle asset.

Dependent Claim 47 notes that the routing module calculates an asset delivery schedule of the vehicle asset based on a time definite delivery standard and/or material delivery performance effectiveness. Referring to the first paragraph of page 4 of the originally filed specification, it is noted that requisition cycle transactions are accomplished by autonomic selection of the most affordable transportation source that ensures delivery of the asset in accordance with a contractually specified variable time definite delivery standard in accordance with global region, weight and an issue failure priority code and in compliance with a fixed material delivery performance effectiveness.

Dependent Claim 48 provides that one of the plurality of software modules is a records module for providing historical data and material delivery performance effectiveness data. The records and tools module is disclosed in the second paragraph of page 11 of the originally filed specification. More particularly, the second paragraph of page 11 of the originally filed specification notes that the records module provides required historical data. The second paragraph of page 11 goes on to note that a key function of the records module is its ability to display material delivery performance effectiveness information to ensure contract requirements are met.

Dependent Claim 49 provides that one of the plurality of software modules is a surge priority ranking module for determining priority of delivery of the vehicle asset from the issuing location to the location of the vehicle. Figure 1 illustrates that one of the software modules of the distributed secure information system is the surge priority ranking module. The second paragraph on page 5 of the originally filed specification, as well as the first two lines of page 6 of the originally filed specification notes that the surge priority ranking module is based on relative importance of user mission objectives to ensure an asset is delivered to the user with the highest priority ranking. The second paragraph of page 6 of the originally filed specification goes on to note that the surge priority ranking module provides required ranking criteria for delivery of assets. Table 1 on page 14 of the originally filed specification also sets forth additional details regarding surge priority rankings.

Dependent Claim 50 notes that the supply chain management system further comprises at least one alert alarm that is activated when a pre-determined condition exists. The pre-determined condition may be inability to locate the vehicle asset or inability to deliver the vehicle asset within a time definite delivery standard. The second paragraph of page 5 of the originally filed specification notes that the alert function may be used if an asset cannot be delivered within the time definite delivery standard. Further, the fourth paragraph of page 9 of the originally filed specification, and continuing on to the first three lines at the top of page 10 of the originally filed specification, notes that an alert alarm may be activated if a spare (vehicle asset) is not found. An alarm that may be activated at the help desk is also illustrated in Figure 1.

Dependent Claim 51 provides that the vehicle asset may include a bar code affixed thereto for identification. The third paragraph of page 9 of the originally filed specification of the specification notes that a vehicle asset may be bar code scanned into the configuration management system to maintain total asset visibility. Further, and as described in detail in paragraph 4 on page 12 of the originally filed specification, bar coded decals may be included to maintain total asset visibility.

CONCLUSION

In view of the previous amendments to the claims, and arguments provided herein, it is submitted that all the claims, namely Claims 38-51, are patentable. Accordingly, a Notice of Allowance is requested in due course. Should any minor

informalities need to be addressed, the Examiner is encouraged to contact the undersigned attorney at the telephone number listed below.

Respectfully submitted,

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